

## SOUTH DAVIS COUNTY TRANSIT DEIS Bountiful Sub-Committee Meeting No. 1 - Summary

**Project:**  
South Davis County Transit DEIS

**Meeting Purpose:**  
Bountiful Sub-Committee Meeting No. 1

**Meeting**  
1:00 p.m. to 3:00 p.m.  
February 21, 2007

**Location:**  
Bountiful City Hall

**Attendee**

Kerry Doane  
Angelo Papastamos  
Keith Hall  
Robin Hutcheson  
Colleen Lavery  
Jacqueline Jensen  
Kim Clark  
Carl Kingston  
Kent Sulser  
Clark Jenkins  
Aric Jensen (representative)  
Lynne Bennett  
Tom Smith  
Dorothy Barlow

**Representing**

UTA  
UDOT  
Carter & Burgess  
Carter & Burgess  
Carter & Burgess  
H.W. Lochner  
H.W. Lochner  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member

**Meeting Summary:**

**Project History**

Kim Clark began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously undertaken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

**FTA Process**

Kerry Doane provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis. Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. Kerry Doane explained that one of the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives

Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

### Study Area

Kim Clark outlined the study area. The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

### Public Involvement Process

Kim Clark provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. Kim Clark outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

### Identification of Needs Exercise

Following is a list of needs identified by the Bountiful Sub-Committee members, grouped into general categories.

#### Land Use

- Village on main and adjoining parcels will create more demand (planned for retirement housing)
- Citizens don't like Post Office in middle of downtown
- Would like to see mixed-use development in downtown

#### I-15 Access

- Bad signage from I-15 (need common nomenclature throughout Davis County)
- Bad signage to access I-15
- One lane to South Bountiful I-15 ramp from 400 North
- No light at South Bountiful to I-15 on 400 North

#### Pedestrian

- Orchard Drive is a bad pedestrian street
- Don't have a trail system through Bountiful
- Long walk from hospital parking lot to building (hill and need to cross road)
- There is no legitimate pedestrian access from Front Runner station to Bountiful residential areas. The distance is more than a mile, poor sidewalks/street widenings, high traffic volume and unsavory area.

#### Bus Service

- Less time to drive to Salt Lake City than to take commuter rail
- Bus service runs north/south
- Davis Blvd. good place for transit circulation/feeders

- Not enough transit coverage east of Orchard and more coverage may lead to more riders.
- Lack of knowledge about existing bus route system
- No bus service for east/west

#### Commuter Rail Access

- East/west transit needed to get to commuter rail
- Other mode parking at commuter rail
- Bountiful and South Davis residents will not use southbound Front Runner because of proximity to Salt Lake City. When Utah County line/ext. is finished, it will be used.

#### Out of Region Access

- Students need to access University of Utah Bountiful campus. Front runner will help, but students still need to get to Bountiful University of Utah.
- Many University of Utah students living in Bountiful traveling to school on 55 and 70
- Equal amount of students are going to Weber State
- Getting High School students to Davis Tech is a priority

#### Bus Stops

- No shelter at bus stops (one stop on 500 South)
- Need more bus shelters which could increase rider ship
- 70 north-bound between 1500 South and 1000 South needs more bus stops (11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>)

#### Local Transit

- No transit for youth to get to new recreation center
- Need transit access and connection to hospital
- South Davis Recreation Center will create more transit demand specifically east/west routes in summer
- It takes less time to drive to Salt Lake City than to take commuter rail
- Transit has to be convenient and dependable
- Transit lines to High Schools need to be put in place (none now)

#### Congestion

- 500 South and 500 West has major congestion
- Intersection queuing 500 South and 500 West

#### North/South

- When congestions or accidents occur on I-15, north/south roads become congested
- Major peak hour congestion on community north/south roads
- Congestion on I-15
- People using 500 West as I-15 alternative makes 500 West situations worse
- Rush hour congestion on Orchard Drive
- Congestion north/south 500 West from 400 North to 500 South
- Light on 500 West into Costco is in the wrong place

#### Park and Ride

- No park and ride lots
- Should consider park and ride locations to increase rider ship, but not a lot of empty streets

#### East/West

- Major congestion on 500 South along "restaurant row"
- Major congestions on rail, I-15 interchange, 500 North/500 South

- 500 South traffic light need to be reworked east/west of I-15 to relieve congestion
- Business access if difficult with congestion on 500 West
- Morning peak congestion on westbound 400 North
- 500 South congestion will discourage use of commuter rail station, increase travel time compared to direct to Salt Lake City in a car
- East/west congestion on 500 South from Orchard Drive to I-15 (sometimes three cycles of traffic lights)
- East/west travel on all streets
- Congestion at 500 South and 500 West will deter people from going to the Front Runner park and ride especially during peak hours. Driving from central Bountiful to Downtown Salt Lake City takes the same time taken to go west through 500 West/I-15/TRAX intersections.

#### Safety

- Lots of accidents on 1500 South and 500 West

#### Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the Bountiful Sub-Committee members:

- Fixed guide way to downtown Salt Lake City with stations
- East/west light rail or circulator bus on Davis Blvd. to get residents to commercial and transit options
- Making east/west transit work better
- Increase economic vitality within Bountiful
- Provide links to major public investments (i.e. recreation center, schools, hospital)
- Manage congestion along 500 South and 500 West
- Provide timely, attractive, and convenient transit to Salt Lake City and Ogden
- Proactive transportation planning
- Enhance quality of life
- Get citizens to commuter rail station
- Increase transit ridership and options
  - Get cars off the road
- Improve park and ride opportunities

#### Future Meetings

Dorothy Barlow, Clark Jenkins, and Tom Smith will represent the Bountiful Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 25<sup>th</sup> from 3:00-5:00.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, Bountiful Sub-Committee Members